B2

such that between 50 wt % and 85 wt % of engine-out particulates are collected on the trap and combusted in the presence of said $NO_2$ in said trap.

B3

4. (Twice Amended) An apparatus according to claim 1, wherein the source of $NO_2$ is a catalyst which is effective to convert at least a portion of the NO in the exhaust gases to $NO_2$.

B4

9. (Twice Amended) A method of controlling emissions from diesel engine exhaust gases by trapping and subsequently combusting said particulate matter, comprising trapping between 50 wt % and 85wt% of particulate matter in said exhaust gas in particulate trapping means and combusting said trapped particulate matter in the presence of $NO_2$ and causing a portion of said exhaust gases to by-pass said particulate trapping means under all operating conditions.

B5

11. (Amended) An emission control exhaust gas aftertreatment apparatus for exhaust gases from light duty diesel engines comprising a source of $NO_2$, a particulate trap, and an exhaust gas by-pass effective under all operating conditions, wherein a portion of the exhaust gases do not pass through the trap, such that between 50 wt % and 85 wt % of engine-out particulates are collected on the trap and combusted in the presence of said $NO_2$ in said trap.

Please add the following new claims:

B6

14. (Newly Added) An apparatus according to claim 1, wherein the trap comprises a wall flow filter and the peripheral regions thereof comprise the by-pass.

15. (Newly Added) An apparatus according to claim 1 further comprising a catalyst carried by the trap.